

Green Infrastructure

The Indianapolis Greenways Connection

Fewer things in the transportation industry today make better sense than combining the needs for pedestrian and bike trails with the need to locate, maintain and sustain community infrastructure.

The City of Indianapolis over the past decade has developed a substantial Greenway and Trail System and in the process, worked closely with the Department of Transportation, Public Works and utility companies needs for our City.

Today the Indianapolis Greenways System consists of over 5,000 acres of dedicated Greenways on over 200 miles of linear space with 65 miles of dedicated trails. Additionally, 45 miles are currently being planned or constructed and another 75 miles in the near future.

The very word “Greenways” represents a paradigm of its own. For example, in 1989 the Indianapolis Chamber of Commerce started their work on the GIFT (Getting Indianapolis Fit for Tomorrow) report. The first piece was to look at the ratio of population to parks. It was discovered that Indianapolis has a 20% park land deficit compared to other similar cities and that parkland is a critical indicator for quality of life. In order to be economically competitive in the 21st Century, Indianapolis needs more parkland real quick or risk losing our community competitiveness in the future.

Since the 1912-1913 floods, Indianapolis has, like other cities, declared most major streams, creeks and rivers as floodplains or floodways on county land-use maps. Additionally, some efforts were made to curb building in these areas and to maintain the 1920 and 1930 levee systems through the Marion County Flood Control Board until the 1960's. Then under UNIGOV, the board disbanded and the responsibility for the flood & levee structures shifted to the Department of Public Works, Department of Transportation, and now the recombined Department of Public Works and Department of Capital Asset Management.

In 1990 the City County Council, in an effort to address the GIFT reports parkland deficit issues, created the Indianapolis Greenways Task Force to resolve these issues.

By working with the Department of Metropolitan Development and updating the comprehensive land-use plan for all 9 county townships, all FP/floodplains and FW/floodways were changed to a new designation of LP/linear parks and UC/Urban Conservation. Then greenways were identified and defined as being any dedicated linear space including waterways, old railroad, and utility corridors that represented Greenways and Green Infrastructure.

The City County Council established, and the Mayor appointed, a 16-member commission to oversee the development of a Greenways Master Plan and an interconnected trail system sensitive to the 340 species of birds, 755 species of plants and 60 species of trees along this vast Greenways System.

Today our trail system is well underway to connecting over 125 major destinations throughout our County including 55 parks, along with schools, museums, a zoo, libraries, 3 colleges and universities to hundreds of neighborhoods around our County.

As we have built our system many new environmental, commercial, housing, art & nature opportunities soon began popping up along the Greenways. In 1989 a lift station on the north side of our city failed, dumping millions of gallons of raw sewage into Williams Creek and White River, prompting the EPA to demand an interceptor sewer be built to serve the entire North Central part of Indianapolis. The 48-inch sewer main was co-located under the Monon Trail in record time and at a fraction of the cost of digging up streets to locate the main sewer line.

Our list of co-located utilities includes fiber optic cable, cable TV, sewer, water, gas, phone and live steam from the solidwaste recycling burn plant.

In addition, we have re-established several bridges for pedestrian crossings, an 1836 Canal Towpath and widened several sidewalks to support our trail system. We have built bridges over and under streams, roads and rivers along our Greenways.

Currently we are working with the regional Metropolitan Planning Organization (MPO) to develop and maintain a regional bike route system with the Monon trail connecting Hamilton County to the North to downtown Indianapolis on a 17 mile rail corridor. At present we have 7.5 miles of rail trail constructed in Marion County and Indiana University has recorded over 1 million user visits on it annually. Another 5.25 miles in Hamilton County just opened and funding is in place and final design is underway to finish the last 3 miles of the Monon project in 2003. We are estimating 1½ million users annually with its completion and a major contribution to bicyclist & health conscience commuters.

As Indianapolis has grown more culturally diverse over the past decade public transportation has become more of a community conversation. With a rapidly expanding Hispanic population and the high demand for employees in the service industry, public transportation becomes more of a critical issue, especially with the looming possibility of higher fuel and energy costs that could easily overwhelm service industry workers and effect local economy's quickly. This is an area of our economic community that Greenways and bike routes can have immediate results.

To address this problem Indy Greenways has worked with Indy Go Indianapolis Bus transportation Utility and the MPO to acquire grants for bike racks to be installed on the Indy Go bus fleet. Our goal is to integrate the Greenways Trail system, into the 327-mile countywide bike route system that we are currently redeveloping and the regional bike routes with the Indy Go bus routes. This will not only improve public transportation but will afford new options to public transportation users allowing them a portable, personal transportation opportunity previously not available at a fraction of the cost and time associated with a public mass transit system.

A well planned greenways system for any city can rapidly become an important quality of life amenity. Greenways become and recreation and transportation asset that will also meet the community's growth needs for its 21st Century infrastructure. By Ray R Irvin 3173277432 8-01

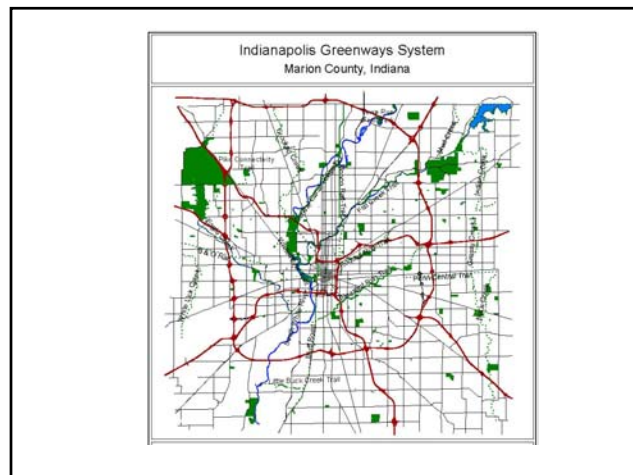


GREEN INFRASTRUCTURE

The Indianapolis Greenways Connection

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Levee Trails



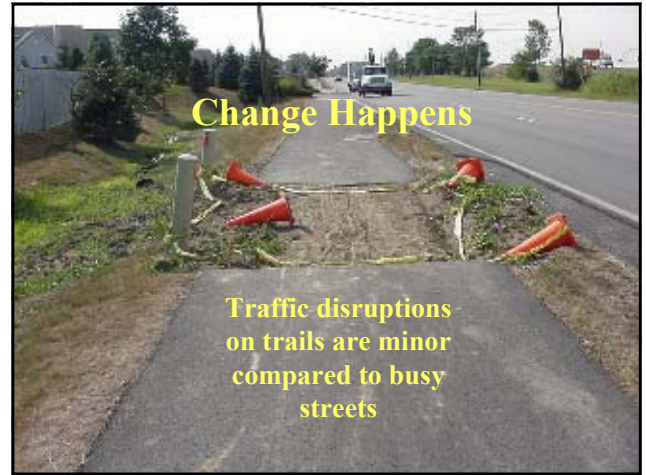
- Levee top locations serve as year round service roads
- Existing maintenance helps reduce cost of trail operation



Levee Trails



- Levee trails offer great views and a large comfort zone for users





Bridging Under Infrastructure



Sewer Access

- Interceptor and main line sewers parallel several trails
- Work well on gentle downsides of the corridors



CSO Filter Stations

- Stations located on trails serve as temporary stream cleanup



Sewer enhancement project

- Lift Stations require constant maintenance and monitoring and can mean better security for trails in remote areas



Public Art Opportunities

Lift stations and structures offer public art opportunities along trails



Flood Control Structure

Storm event reservoirs and wetland ponds include recreational loop trails



Off-line flood control structure

Flood control structures provide open greenspace and recreational opportunities



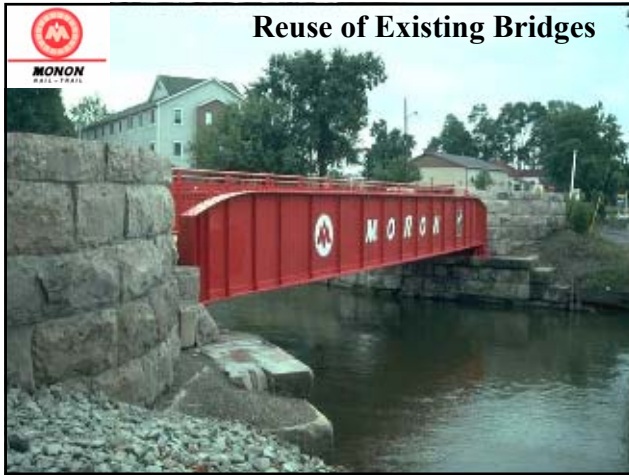
Electronic Infrastructure

- Co-locating electronic utilities with greenways offers inexpensive opportunities
- Lease revenue

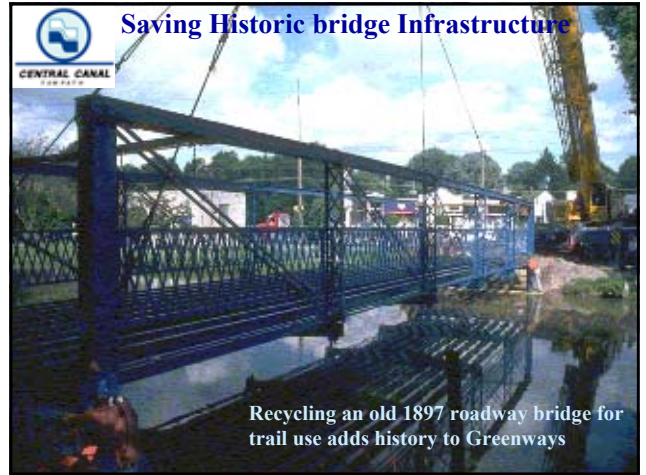




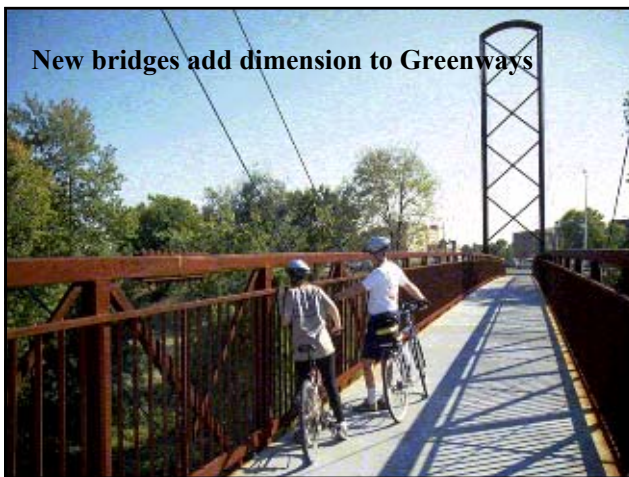




Reuse of Existing Bridges



Saving Historic bridge Infrastructure



New bridges add dimension to Greenways



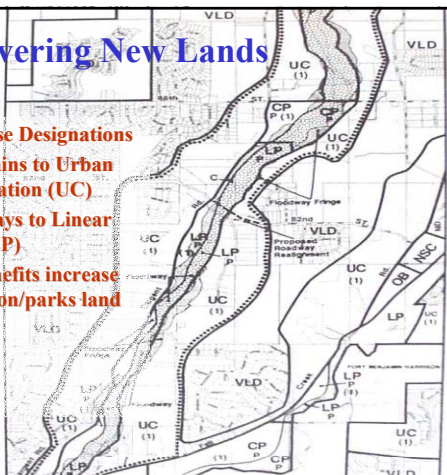
Interconnecting infrastructure

**Bike Route
infrastructure
can connect
Greenways and
Public
Transportation**



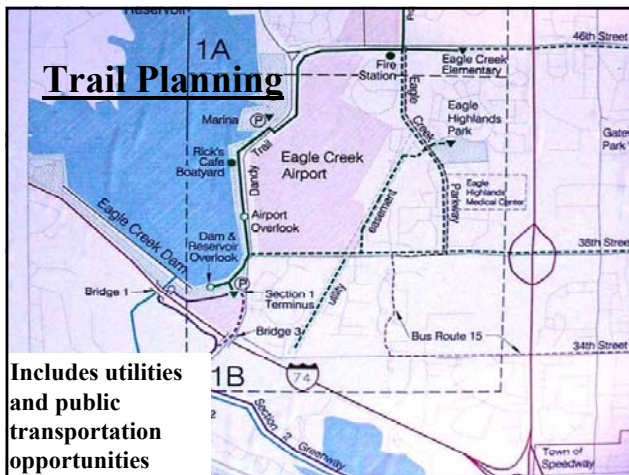
Discovering New Lands

- Land Use Designations
- Floodplains to Urban Conservation (UC)
- Floodways to Linear Parks (LP)
- The Benefits increase population/parks land ratios



Trail Planning

Includes utilities and public transportation opportunities



Riverbank Redevelopment

The Broad Ripple Park Greenway Boardwalk

Rent a bike in the Village, ride to the park for a swim, stop at a restaurant for lunch on the way back, or leave the bike at the park bike rental station and ride the lunch back to the village. Continue on to your neighborhood or take a long trek or run along the Monon. Choices...the good urban life.

Thank You

Contact us at
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